

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-3071; AD 77-23-03

Airworthiness Directives; Piper Models PA-28-140, PA-28-151, PA-28-161, PA-28-180, PA-28-181, PA-28-235, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-32-260, PA-32-300, PA-32R-300, PA-34-200, and PA-34-200T Airplanes
PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective November 14, 1977.

▼ Regulatory Information

77-23-03 PIPER AIRCRAFT CORPORATION: Amendment 39-3071. Applies to Model PA-28-140 serial numbers 28-25001 through 28-7725172; Model PA-28-151 serial numbers 28-7415001 through 28-7615435; Model PA-28-161 serial numbers 28-7716001 through 28-7716071; Model PA-28-180 serial numbers 28-5153 through 28-7505260; Model PA-28-181 serial numbers 28-7690001 through 28-7790363; Model PA-28-235 serial numbers 28-7310001 through 28-7710016; Model PA-28R-180 serial numbers 28R-30737 through 28R-7130013; Model PA-28R-200 serial numbers 28R-35001 through 28R-7635512; Model PA-28R-201 serial numbers 28R-7737001 through 28R-7737023; Model PA-28R-201T serial numbers 28R-7703001 through 28R-7703043; Model PA-32-260 serial numbers 32-1111 through 32-7700013; Model

PA-32-300 serial numbers 32-40566 through 32-7740040; Model PA-32R-300 serial numbers 32R-6780001 through 32R-7780215; Model PA-34-200 serial numbers 34-7250001 through 34-7450220; and Model PA-34-200T serial numbers 34-7570001 through 34-7770163, airplanes certificated in all categories.

To prevent a power loss due to thermal contraction binding a control rod end, accomplish the following:

(a) Within the next 25 hours time in service after the effective date of this A.D., unless already accomplished, perform the following check:

(1) Gain access to the engine by opening or removing the cowling as required to check the engine control rod end bearings in the engine compartment.

(2) Check the rod end bearings attached to the Mixture, Throttle, and Prop Governor (if applicable) Control Cables. (Refer to the picture below.)

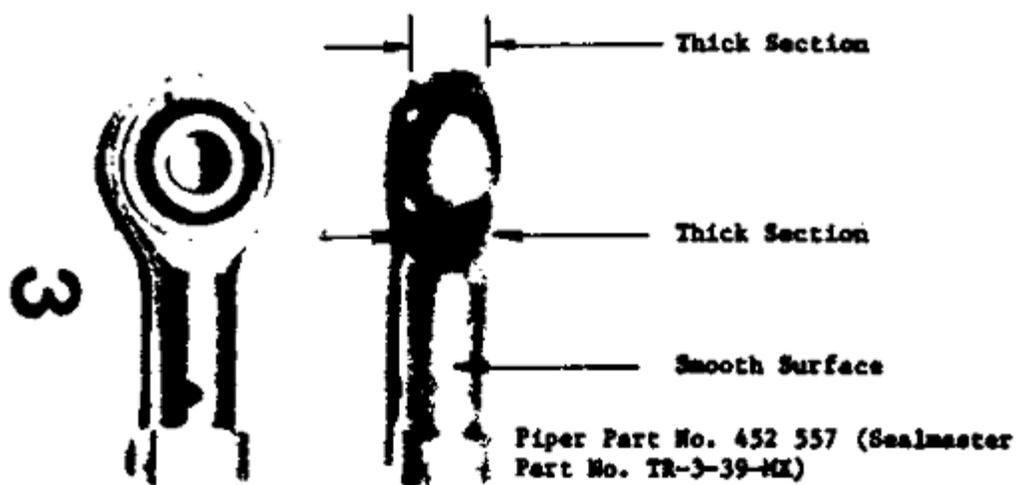
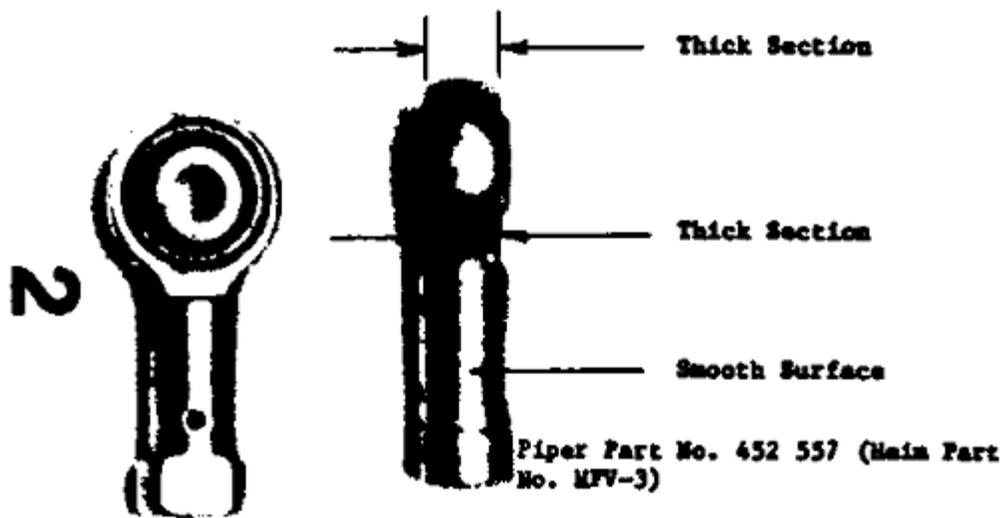
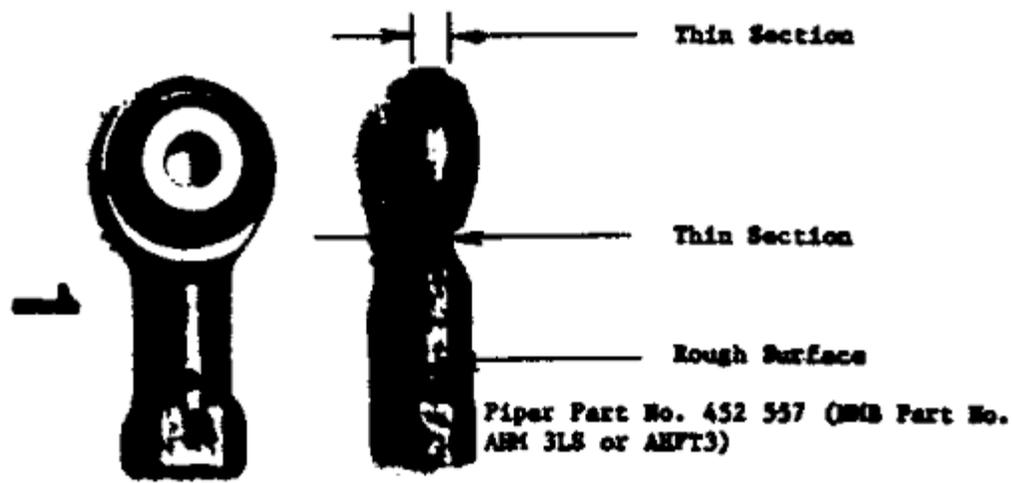
(i) If a rod end bearing, as identified in the figure below as number two (2) (Brass Ball Retainer) or as number three (3) (Silver Ball Retainer) is installed, then no further action is required. Make appropriate log book entry.

(ii) If a rod end bearing, as identified in the figure below as number one (1) with a raised ball retainer is installed, have it removed and replaced with an approved serviceable bearing which is identified in the figure below as number two (2) or number three (3). Refer to the appropriate Piper Service Manual for replacement and rigging instructions.

(b) An alternate method of compliance must be approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Southern Region.

The checks in this A.D. may be accomplished by the pilot and appropriate log book entries made in accordance with FAR 91.173. Replacement and rigging must be accomplished by a person authorized by FAR 43.3.

This amendment becomes effective November 14, 1977.



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